

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE

Arizona Department of Transportation, Board Room 145-147
206 South 17th Avenue
Phoenix, Arizona 85007

MEETING MINUTES

February 19, 2002

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation, Board Room 145-147, 206 South 17th Avenue, Phoenix, Arizona on February 19, 2002 with Chairperson Roc Arnett presiding.

Members Present:

Roc Arnett, Chairperson
Dwight Amery, Member-at-Large
Ron Gawlitta, Maricopa County District 3
Tom Liddy, Maricopa County District 1
Jim Lykins, Maricopa County District 2

Members Absent:

Paul Schwartz, Maricopa County District 4

Others Present:

Victor Mendez, Director, ADOT
Debra Brisk, Deputy Director, ADOT
Ed Johnson, City of Youngtown
Chuck Eaton, Special Assist., ADOT
Dan Lance, Deputy State Eng., ADOT
Rep. Dean Cooley
Doug Nintzel, ADOT Community Relations

Kevin Biesty, ADOT
Kwi-Sung Kang, ADOT
Bill Hayden, ADOT Ombudsman
Carolyn Deobler, ADOT
Brenda Zambelli, MCDOT
Bill Hahn, MCDOT
William "Blue" Crowley, Citizen

1. Call To Order:

Chairperson Arnett called the Citizen's Transportation Oversight Committee meeting to order at 5:00 p.m.

2. Approval of Minutes, 11/20/01 and 1/15/02:

A motion to approve the minutes of the November 20, 2001 and January 15, 2002 meetings was made, seconded and passed unanimously.

Chairperson Arnett introduced new Committee members and dignitaries in the audience.

3. Staff Report:

Chuck Eaton reported the following information:

- The Glendale meeting primarily focused on transit and some of those present voiced their objection to the light rail plan.
- The current RABA forecast is –\$4.4 billion, almost \$9 billion less than their original projection of \$4.5 billion. Bills have been introduced that would not allow RABA funding to go below zero, which would lessen the impact by half. Based on the \$9 billion reduction, ADOT would lose approximately \$100 million in 2003.
- ADOT's current funding forecasts have been reduced to reflect the reduction in available HURF funds. One of the proposals to balance the current budget would reduce HURF funds by an additional \$10 million. Taking the RABA and HURF reductions into account, our current projection of the impact to the five-year program is approximately \$300 million less than originally planned.
- Representative Cooley introduced a bill that would raise the Board's bonding cap by \$300 million. If passed, it would provide a mechanism for the State to keep their program intact. We do not believe the increase would affect the State's bond ratings or ability to repay.

Chairperson Arnett, CTOC, asked to see the RARF Revenue Reports produced by Mr. McGee.

4. Regional Transportation Governance:

Chairperson Arnett, CTOC, noted MAG is trying to reinvent itself and has had meetings about redoing their name. He said the Vision 21 Task Force has recommended increasing the Board from seven to nine members and adding another taxing layer of government.

Mr. Liddy, CTOC, said he has discussed the issues with people in District 1 and found a sense of frustration that regional transportation issues are not dealt with by one authority. He said there is also an overwhelming feeling that another layer of government is not the answer.

Mr. Gawlitta, CTOC, expressed his opinion MAG should do what it can to remain in existence and to maintain its power. He questioned whether the current issues would change if the proposed system were put in place. He said he does not agree that another taxing authority should be created.

Jim Lykins, CTOC, said the east valley is concerned that projects currently in the program will not actually occur. He said they are anxious for concrete information and answers.

Chairperson Arnett said MAG wants to establish a larger constituency. He stated he is convinced ADOT could continue to serve and deliver and could be the governing body. He said the 75 percent MPO approval issue must be dealt with. He suggested the Citizen's Transportation Oversight Committee would continue if another ½ cent sales tax is passed.

Dean Cooley, House of Representatives, expressed his opinion that it would be logical for ADOT to be the responsible statewide agency. He stated the establishment of performance based measures and improved data collection would build a good foundation for reform.

Mr. Gawlitta thanked members of the Vision 21 Task Force for their tremendous efforts. He expressed his opinion that MCDOT could oversee a countywide system.

5. FY 2003-2007 Tentative Life Cycle Program:

Chuck Eaton stated they update the Life Cycle Program and reassess the revenue forecasts every six months. He explained the Life Cycle is a programming approach that forecasts and allocates funds through the full life of a major funding source and reflects a physical balance between anticipated revenues and expenditures. He said it also provides the necessary management tools to ensure realistic planning and construction schedules. He reported that, to date, they have opened 89 miles to traffic, with 10 miles currently under construction, 33 miles under design and over 7,000 acres of right-of-way purchased. He reviewed the status of recently awarded construction contracts and programming changes that have occurred. He discussed the design concept and environmental assessment for the US 60/Red Mountain interchange, stating it put pressure on the program to make up the \$100 million it would take to deliver the system. He stated traffic volume was much heavier than previously anticipated, therefore, they created a high volume interchange. They also updated the geometric design standards and made it a fully directional interchange. The necessary widening of approximately four miles of US 60 was included in the project. These project updates resulted in a \$102 million increase to the Red Mountain cost. He stated Phase I of the project is scheduled to be completed in 2005, with Phase II being completed in 2007.

Mr. Eaton reviewed the revenue changes, stating RARF is down approximately \$28.7 million and HURF is down about \$13 million. He reported an increase in interest income of \$5.5 million. He explained that they added \$50 million from State Discretionary Fund to offset construction costs, \$42 million in the 2007 and \$8 million in 2008. He said they have a net increase in revenue of \$4 million. He reviewed debt service funding changes, stating they found a \$60 million miscalculation. He said the miscalculation, an \$8 million adjustment to the discount factor and a new \$55 million HURF Bond in 2007 allowed them to make up the \$100 million. He stated they had a \$110 million increase in construction costs, \$20.9 million increase in right-of-way costs and \$4.9 million increase in design/utility costs. He said the total cost increased by \$137 million and they have \$134 million in available funds.

6. Tentative Five Year Transportation Facilities Construction Program in the MAG Region:

Kwi Kang, ADOT, explained the FY 2003-2007 Tentative Five Year Highway Construction Program includes projects in the Maricopa region that are not on the Regional Freeway System. He reviewed federal guidelines used and the process they went through to develop and prioritize the project list. He explained RAAC recommended \$229 million for the MAG region, with \$50 million for acceleration of the 2007 Regional Freeway System, \$32 million for MAG lump sum projects and \$50 million for US 60 Superstition bid savings. He said this leaves \$195 million

available for programming. He briefly described major projects proposed for the 2007 program. He noted they set aside \$2 million for Loop 303 right-of-way protection, \$3 million for a park and ride lot, and \$3 million for freeway management system projects, as well as a small amount for freeway service patrol. He reviewed the proposed program schedule.

Mr. Eaton noted the program does not take into consideration potential programming reductions that could result from recently announce, potential federal aid reductions. He encouraged all CTOC members to attend the April 5, 2002 Joint Public Hearing.

7. Call to the Public:

William “Blue” Crowley, Citizen, said the Chairman has trouble adhering to meeting laws. He pointed out that the Declaration of Public Policy states- anything done in error at a meeting is null and void until it is republished stating an error occurred. He said Chairperson Arnett and Mr. Gawlitta were in attendance at the meeting on the June 26 and there has been no effort by MAG to resolve it. He said, therefore, he will go to the Attorney General’s Office with a written request to show that the Committee was out of compliance with the Public Meeting law. He said part of the Committee’s assignment is to advise the Governor, the Legislature, MAG and the Board.

8. Next Regular Meeting:

CTOC Meeting
ADOT Board Room, #145-147
206 South 17th Avenue
Phoenix, Arizona 85007
Tuesday, May 21, 2002, 5:00 p.m.

CTOC Joint Public Meeting
MAG Office, 302 North 1st Avenue
Phoenix, Arizona 85007
Friday, April 5, 2002, noon

9. CTOC Member Reports:

Mr. Gawlitta asked who is responsible for collecting trash along I-17, stating there is a lot of trash between Northern and the county line. Director Mendez said it is a budget issue, explaining it depends on how many resources are available to patrol the area. Mr. Gawlitta questioned why they are not utilizing a chain gang. Director Mendez said the State is currently doing a pilot program, but has to ensure the public feels their safety is not being compromised. He said the program would most likely be mandated into a permanent program if the pilot program proves successful. Director Mendez noted they also rely on the Adopt-a-Highway Program and corporate sponsors.

10. Closing Comments and Adjournment:

None

Meeting adjourned at 6:12 p.m.